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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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This is UNEVALUATED

BY CABLE

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. When briefing personnel of his signal company in late July or early August, Col. Tsipstivadze, CO of the 135th Air Warning Battalion, stated that a U.S. aircraft recently succeeded in passing unnoticed Soviet warning systems in Austria and Hungary. The aircraft was not detected before reaching the western Ukraine, where the information transmitted by the intercepting station was incorrect and the aircraft penetrated almost to the Moscow region. The Moscow warning system allegedly intercepted the aircraft on its return flight and communicated its position to intercepting air defense (PVO) units. The PVO units were unable to intercept the aircraft. Soviet air defense (VNOS) posts in Austria did not detect the aircraft until it was landing somewhere in West Germany. Col. Tsipstivadze said that if the aircraft had been carrying atomic and hydrogen bombs it could have destroyed several large Soviet cities and returned unharmed.
2. According to Tsipstivadze, several high-ranking PVO officials, including a number of generals, were relieved of their duties and imprisoned because of this incident. Marshal Bulganin warned that if enemy aircraft again succeeded in penetrating Soviet territory, all PVO authorities would be sent before a firing squad.
3. Tsipstivadze stated that because of the above incident and for the protection of the Soviet border, Marshal Bulganin, by Secret Order Number 96 (?), 12 July 1954, extended the PVO tour of duty from three to four years. The order allegedly does not apply to PVO units in the Far East. Strict orders have been given to shoot down enemy planes without warning as they cross the Soviet border. Monetary bonuses amounting to double monthly pay will be paid to PVO personnel, including unit commanders, who contribute to the interception of enemy planes. Fighter pilots downing enemy aircraft will be awarded the Order of the Red

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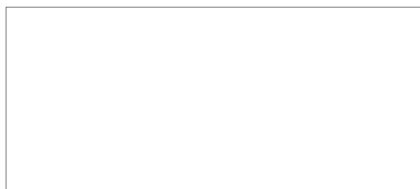
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4. Tsiptsivadze acknowledged the fact that the radar used by Soviet VNOS units in Austria was obsolete but promised that it would be replaced by a modern type soon.
5. In May 1954 source heard rumors in his company originating from soldiers assigned to Austrian VNOS posts that the U.S. aircraft incident described above took place on 23 April 1954.



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